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Journal of the Society of Arts.

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FRIDAY, APRIL 7, 1893.

*All communications for the Society should be addressed to the Secretary, John-street, Adelphi, London, W.C.***Notices.****INDIAN SECTION.**

On Thursday afternoon, April 6th, Sir EDWARD BRADDON, K.C.M.G., read a paper on "Australasia as a Field for Anglo-Indian Colonisation. Lieut. - General Sir ANDREW CLARKE, G.C.M.G., presided.

The paper and discussion will be printed in the next number of the *Journal*.

Proceedings of the Society.**FOREIGN AND COLONIAL SECTION.**

Tuesday, March 21, 1893; SIR CHARLES TUPPER, Bart., G.C.M.G., C.B., in the chair.

The paper read was —

NEWFOUNDLAND.

By CECIL FANE.

The colony upon the subject of which I have the honour of addressing you this evening claims the proud position of "the oldest British colony," a position that was recognised at the Colonial Conference of 1888, at which its senior representative presided, taking precedence even of the great Dominion of Canada and the wealthy Australian colonies. I wonder if this title of precedence is one of the reasons which induces many Canadian politicians to try and persuade their small neighbour to join the Dominion. Can it be that they hope, by virtue of Newfoundland's position, to preside at any future Conference? Perhaps our chairman can throw some light on this. But, to return to my subject. Newfoundland is an island, with an area of about 40,200 square miles; and there is also included under its government the coast of Labrador, from Blanc Sablon, in the Straits of Belle Isle, to Cape Chidley, in Hudson's Strait, a coast line of some 600 miles in extent, with an area of about 120,000 square miles.

The population of the colony was, at the census of 1891, returned at 197,934 souls.

Newfoundland was first discovered by John Cabot in the year 1497, and was formally taken possession of by Sir Humphrey Gilbert on the 5th August, 1583, acting under a commission from Queen Elizabeth. It is recorded that various subjects of other nations were present on this occasion, and that tribute was exacted from them, in acknowledgment of the British sovereignty. I do not propose to go into the history of the colony from those early days (time would not permit of my doing so); but, to those who wish to read about it, I can only recommend Messrs. Hatton and Harvey's excellent "History of Newfoundland." It is sufficient for my purpose to state that it is conclusively proved that, ever since its first discovery, it has belonged absolutely to the British Crown—a marked contrast in this respect to some of its neighbouring colonies in America and the West Indies. The French did, no doubt, at various times, forcibly take possession of parts of the coast; but they never legally exercised sovereignty over any portion of the colony. Unfortunately, as you are all aware, they still exercise these rights of fishery, first granted to them in 1713, over certain portions of the shore; but this is a subject on which I propose to touch briefly a little later on.

The first Governor appointed to the island was Captain Osborn, R.N., in the year 1729. In those days the Governor was invariably a naval officer in command of a ship of war; he had an easy time of it, returning home to England every winter, a practice that I believe continued well into the present century. Now-a-days the duties of a Governor are not so light; he remains there all the year round, and at such times as the recent agitation against the home Government, in respect to French fishery rights, he has much the same position as anyone would have who slipped between the buffers of two railway carriages, being abused by the local Press, because he represented the British Government, and being "heckled" by the British Government, because he could not keep the people quiet. When I was private secretary to the Governor, I had an equally enviable position, for when the papers were tired of pitching into the Governor they had a turn at me. Still, hard words break no bones, and we managed to enjoy life all the same.

The principal towns are St. John's, in the Peninsula of Avalon, with a population of

about 30,000, and Harbour Grace, in Conception Bay, with nearly 8,000. There are several other settlements, which one can hardly dignify by the name of towns, their inhabitants numbering but from 2,000 to 500 each; the principal of these are Carbonear in Corruption Bay, Trinity and Catalina in Trinity Bay, Twillingate and Fogo just south of Notre Dame Bay, St. George's in the Bay of that name on the west coast, Placentia on the west side of Avalon, and many others; while houses and small settlements are scattered all round the coast line, nearly every available harbour having a small community settled in it. St. John's is the capital of the island, being the seat of the Government; it is also the port of call for the mail steamers of the Allan Line, which call once a fortnight on their way from Liverpool to Halifax, and once a fortnight on their return journey to Liverpool; this is, however, but for nine months in the year, and during January, February and March the only communication is by small steamers plying fortnightly between St. John's and Halifax, N.S.

St. John's is principally built of wood, but the business quarter, which stands close to the water's edge, is of stone and brick. Government-house is a large stone building, standing in about eight acres of ground, and the Roman Catholic Cathedral is an imposing stone structure, finely situated on an eminence overlooking the town. The Church of England Cathedral, which was unfortunately destroyed in the great fire of June last, was also a fine stone building, from the designs of Sir Gilbert Scott. The whole town stands on the side of a steep hill, to the north of the harbour, rising abruptly from the business quarter on the water's edge to a height of about 300 feet, the streets running up the hill being almost perpendicular, the upper windows of each tier of houses overlooking the roofs of those below. Three parts of it was swept away in the awful conflagration of last year, and it is a fact worth noting that, when once the fire had gained the mastery, the brick and stone buildings succumbed as quickly as the wooden ones. There are three principal religious denominations in the island—the Church of England, Roman Catholic, and Wesleyan Methodists. Of these, the Roman Catholics are the most numerous, there being two bishoprics of that church—one of St. John's and the other of Harbour Grace. Newfoundland, with the island of Bermuda, is a diocese of the English Church, the Bishop residing at St. John's,

with the exception of every second winter, which he passes in Bermuda. The Presbyterians and Congregationalists have also a few followers; while the drums and trumpets of the Salvation Army have even invaded the peace and quietness of the colony.

Education is carried on upon purely denominational lines, each religious persuasion having its own schools, the Presbyterian and Congregationalists combining with the Wesleyans. The Government grants are made on the ratio of so much per head of the population of each denomination, according to the last census. The Education Department is controlled by three Government inspectors, one being of each of the principal religious persuasions. The colony has had a Legislature since the year 1832, but it was not until 1855 that it was granted the privilege of responsible government. The government is at present administered by an Executive Council—responsible to the Legislature—composed of seven members, in addition to the Governor, who presides. There is an Upper House, or Legislative Council, appointed by the Crown on the recommendation of the Local Government, which may not exceed 15 in number; and, lastly, there is the Lower House, or House of Assembly, of 36 members, elected every four years by 19 constituencies. These members are paid £50 per annum, and are elected by ballot on manhood suffrage. The Legislature sits for about three months every year, commencing at the end of January or beginning of February. The political parties are very similar to those at home—the “Ins” and the “Outs;” they are nominally considered to be the Merchants’, or Conservative party, and the People’s, or Liberal party; but there is little perceptible difference in their policy, both being apparently prepared to bid almost any price for a return to power. The present Government (a Liberal one) is presided over by Sir William Whiteway, who has a majority in the Lower Chamber of 28 to 8; but it is just as likely that he will be in a similar minority after the next General Election.

It would be interesting to note the rate of development of the colony since the privilege of self-government was first granted, and for this purpose we cannot do better than compare the statistics of trade population and public debt. In 1854 the population was returned at 119,000 souls; in 1864 it had increased to 140,000; in 1874 to 159,000; in 1884 it reached to 193,000, while in 1891 the numbers were just

under 200,000. I have here a comparative statement of the trade during these years, which I will not trouble you with reading, as figures are dull entertainment, but I will merely state that in 1864, nine years after self-government was granted, the exports amounted to £1,111,330 sterling, against £1,549,450 of 1891, showing an increase of £438,120, while the imports at the same periods were £1,067,062 and £1,431,137 respectively, showing an increase of £364,075.

The volume of trade, *i.e.*, the imports and exports added together, was, in 1864, £15 11s. 2d. per head of the population, while in 1891 it only amounted to £14 18s., showing that the trade of the colony has not advanced quite so rapidly as its population has increased.

In 1854, just previous to the colony undertaking the responsibility of self-government, the revenue, exclusive of loans, was £63,587 or 10s. 8d. per head of the population, while in 1891 it had amounted to £338,147 or £1 8s. 3d. per head; which, as the revenue is almost entirely derived from import duties, would show a taxation of about 6½ per cent. on the imports for 1854, against one of 23½ per cent. on those for 1891. The expenditure for the above years was £64,189 and £381,546 respectively.

In 1854, the public debt amounted but to £113,555, or 19s. 1d. per head, which had increased in 1891 to £1,226,700, or £6 2s. 2d. per head. The above figures show that whatever benefits may accrue to small communities from the privilege of self-government, it does not tend towards the reduction of taxation or indebtedness.

The whole character of the trade is shown by the analysis of the exports, for of the above-mentioned total exports for 1891 the value of £1,386,852, or nearly 90 per cent., was the product of the fisheries, the only other exports of importance being minerals, which attained a value of £118,242, and timber, which was exported to the value of only £5,962.

Those concerned in the question of the Federation of the Empire, either by a Customs Union or other means, will no doubt be interested to hear that, in the year 1891, the exports from Newfoundland to other portions of the empire amounted to £707,320, or 45 per cent. of the whole; while, of the imports, £1,077,530, or 75 per cent., come from within the empire; and, of that amount, goods to the value of £487,855, or 34 per cent. of the

whole imports into the colony, are taken from the mother country.

As shown above, the fisheries are still the staple industry; and this is again demonstrated by the census of 1891, in which 53,502 persons are returned as being engaged in that pursuit; only 6,841 being employed in manufactures, 2,715 in commerce, 1,585 in agriculture, and 1,258 in mining; the fisheries thus absorbing 81 per cent. of the workers of the community; in addition to which almost all those returned under the head of commerce are engaged in business connected with the fisheries, while those returned as employed in factories are mainly either engaged in the manufacture of fish products, or in making equipments for carrying on the fishery.

The fishery is of four kinds—the cod, seal, herring, and lobster. Of these the former is by far the greater, the total exports under this head amounting to £1,069,000 in 1891, of which the larger portion is sent to market in the form of “dry cod fish,” the methods employed for the cure of which have altered little since the days of the first discovery of the island. As soon as possible after being taken from the water, they are split open and cleaned; they then are heavily salted for some few days, and, lastly, are spread in the sun to dry, sometimes upon the pebbles of a convenient beach, but for the most part upon rough stages covered with fir boughs, which are called “flakes.” After about three weeks of this sun-drying, they are stored in the merchants’ warehouses ready for export to all parts of the world. I do not know if any of you gentlemen here have ever had the pleasure of tasting this Newfoundland codfish; to my mind the peculiar flavour engendered during the process of sun-drying is far from pleasant; but not to be libellous, I think I had better state that the liking for it comes under that expansive heading, an “acquired taste.”

The codfishery is carried on in three separate branches, namely, the Shore, the Labrador, and the Grand Bank fisheries; that of the Shore employing men in small boats and small schooners, who fish with hand-lines and two forms of nets: the fixed net or “trap” and the seine. The Labrador fishery is prosecuted during the summer months by larger schooners sailing from St. John’s and other ports, which visit the Labrador Coast and fish both with hand-lines and nets. Many of the St. John’s merchants have extensive fish-drying establishments on

that coast, and nearly all the fish caught there is cured before being sent to St. John's, and is in some cases exported direct from the Labrador to the foreign markets.

The Grand Bank fishery is carried on by schooners ranging from 50 to 100 tons. These vessels anchor in the shallow water of the banks right out in the Atlantic Ocean, some 200 miles from the nearest land, where they set their long lines or "trawls" in star fashion, their anchored vessel being the centre. These trawls are overhauled and fresh baited twice a-day by men in small flat-bottomed boats called "dories." As you can well imagine, this is a dangerous service, carried on in all weathers, and it is surprising how few accidents occur. The fish are cleaned and split on board the schooner, and are salted down in the hold ready for sun-drying on their return to port. A trip to the Grand Banks lasts from three to five weeks, when the schooner, whether well fished or not, has to return to port for a fresh supply of bait.

The bait used in all branches of the fishery are of three kinds, the herring, caplin, and squid, which are preserved in ice, and used fresh; differing in this respect from the French, who always use salt bait, and are thus often able to remain longer on the fishing grounds than their Newfoundland competitors. These bait fishes are found in great abundance on the coasts of the island, the herring in spring, the caplin in midsummer, and the squid at the latter end of the summer; and it is the possession of this supply of bait that makes Newfoundland such an important factor in all North American fishery questions. It is almost absolutely essential for the successful prosecution of the Grand Bank fishery to have access to the colony's bait supply; other localities where bait can be obtained are so far from the fishing grounds that much time has to be lost in going to and fro for fresh supplies. Recognising that in this monopoly of the most convenient supply of bait they held the key of the situation, the Newfoundland Government, in 1888, passed the celebrated Bait Act, which empowers the Governor, by proclamation, to prohibit the sale of bait fishes to any but inhabitants of the colony. The main object of enacting this measure was to curtail the French fisheries by stopping their bait supply, the competition of French-caught fish being so severe in consequence of the heavy bounty paid by their Government. It was hoped that, by thus restricting their supply

of bait, the French Government might be induced to reduce their bounties, in return for a renewal of the privileges of obtaining bait. Unfortunately, however, this Act, most excellent in theory, has proved most difficult to carry out. The people of the southern shore, who in former days had earned their livelihood by selling bait to the French at the neighbouring French islands of St. Pierre and Miquelon, bitterly resented this interference with their occupation, which meant ruin for them; as a natural result, they do all they can to frustrate the provisions of the Act, and, aided by the natural configuration of that coast, indented with innumerable bays and creeks, as well as by the atmospheric conditions, which render that locality liable to dense fogs during the spring months, succeed in smuggling large quantities of bait across to the French possessions, in spite of the energetic patrolling of two, or sometimes three, Government steamers.

As long as the Newfoundland Government contented themselves with only enforcing this Act against the unfair competition of their bounty-fed competitors, the French, they had the sympathy, I am sure, of every man under the British flag; but, unfortunately, when the dispute arose with the Canadian Government over the Reciprocity Treaty they wished to make with the United States of America, they retaliated by enforcing the Act against Canadian vessels, refusing to allow their fellow British subjects the privileges which, to make the case worse, they freely accorded to the foreign flag of the United States; thus alienating from themselves the sympathies they enjoyed before. I am glad, however, to note that, during the last few months, this mistaken policy has been rectified; and there seems a prospect of harmony between these neighbouring colonies, if not a closer alliance still.

Dried codfish is chiefly consumed in countries whose populations are, for the most part, members of the Church of Rome, and where it is impossible to obtain fresh fish. The competition is, however, very severe, the Norwegians putting a large quantity in the market, and there seems little prospect of any expansion in this trade unless some better and more palatable method of cure can be devised. Somewhere about 60,000 tons of this dried fish, equal to 120,000 tons of fresh fish, is exported every year; it does seem a pity that some of this cannot be brought to Great Britain. Amongst the teeming millions of these islands, the demand for fish is increasing day by day;

our own bounteous fisheries can hardly supply this demand. Cannot the merchants of Newfoundland devise some cure that would suit our English tastes, or is it impossible to carry this fish fresh at a profit over the 1,750 miles that alone separates the colony from the mother country?

Before quitting this most important branch of the trade of the colony, I must make a statement which would seem at first sight highly paradoxical, viz., the fisheries are the main cause of the backward state of the development of the interior resources of the island. How is this? you probably ask. The reply is simple: in ancient days the fishery was conducted entirely by vessels sailing from England. The English merchants did not want the country settled: settlement would interfere with the quietude of their fishing stations; every available space of beach or land outside the dense forests, which in those days reached almost to the water's edge in every harbour, was wanted for fishing establishments and fish flakes. The merchants of England managed to get their views embodied in the various Acts passed for the government of the colony; the Act of King William III., for instance, forbids any person holding private property on any part of the shore "commodious to the fishery." Houses might not be built without a permit from the Governor. Newfoundland was to remain a fishing-station, and a fishing-station it did remain for three centuries. After a time settlers did get a foothold on the island, but merely as settlements of fishermen. The merchants opened establishments in St. John's and resided there, but only as fish merchants. Even in recent years the resident merchants did all they could to discourage the opening up of the country; they wanted every available man to be a fisherman, to catch fish for them, or to build boats and make gear for the fishery. It is only since the population, by natural increase, has grown too large for the purposes of this fishery that any attempts have been made to develop the agriculture and mineral resources; and even in the present day the older school of merchant talks of this development as if it were the ruin of the place. A more enlightened policy has been forced upon those responsible for the government, by the fact of hungry men and women having to be fed. The population had outgrown the fishery, and something had to be done to support the surplus. Now, at last, every effort is being used to open up the country. Railways are being built, and farming operations en-

couraged; but it is almost too late. For centuries the people of England have been told that the colony is but a barren rock, fit for nothing but a fishing-station. England has been told that the climate is bad—that it is merely a land of bog, rock, snow, fog, and ice. It is hard to undo the libels and misrepresentations of centuries. Those who are at present opening up the country, by clearing lands and making farms, are fishermen. They know nothing about agriculture, yet they find it pays better than a seafaring life, and, once settled in their small homestead, never return to their fishing. If these men, ignorant of agriculture, can do this, what would new blood, accustomed to farming from childhood, do?

The next in importance of the present industries of Newfoundland is the seal fishery. This is carried on by some twenty-two specially constructed steamers, varying in size from 250 to 700 tons register; they sail for the ice-fields on the north-east and west of the island on the 15th of March, and are usually all in port again within six weeks from the date of sailing, each steamer carrying a crew of 150 to 300 men. The seals are of two kinds, the "Harp" and the "Hood;" of which the latter is the larger, and the former are in the greater quantity. They are found in large masses, locally called "patches," on the fields of drift ice. The old seals come up on the ice to give birth to their young ones, which fall an easy prey to the men from the steamers. These young seals are killed when they are about a fortnight or three weeks old, a blow on the head from a gaff being sufficient; they are then immediately "sculped," that is, the fat and skin are removed, while the carcass is left on the ice as worthless. The fat inside the skin varies from $1\frac{1}{2}$ to 2 inches in thickness, and, with the skin, weighs from 40 to 50 lbs. The old seals are also killed, if possible, but being able to take to the water, very few, comparatively, are taken. An old "hood" seal is a formidable animal to attack upon the ice, as its head is protected by the air-bladder, from which it takes its name; and it is almost impervious to a blow from the gaff, unless delivered sideways, which their surprising rapidity of movement renders almost impossible. Neither does the old "hood" always remain on the defensive, but sometimes attacks its pursuer. A friend of mine was trying to kill one single-handed, when it turned on him, and the pursuer became the pursued. The seal was the faster traveller over the rough ice, and my

friend, when it was just on him, fell, luckily, into such a small crevice in the ice, that the sea could not reach him with his formidable teeth. He was rescued by his companion, who killed the seal, as it was making frantic efforts to get at him. This gentleman was telling the story of his narrow escape, and created much amusement, by remarking naively to a clergyman, who asked him in solemn tones whether he prayed to God, when he was in such imminent danger of death, "No, I never lost my presence of mind."

The annual catch of seals numbers from 200,000 to 300,000; the fat is manufactured into oil, which, in 1891, was exported to the value of £84,288; while the value of the skins amounted to about £76,000. Both skins and oil are, for the most part, exported to England, the skins being used for the manufacture of the finer kinds of leather. This industry is considered of great importance in the colony, as it employs some 15,000 men, who earn as much as £15 to £20 a head during the five or six weeks they are absent on the voyage, and this at a time of year when they would otherwise be earning little or nothing. "Berths for the ice," as places in the crew of a sealing steamer are called, are almost as much sought after, and as much interest is brought into play, as in the case of Government appointments.

The next important branch of the fishery is the herring trade, the exports under this head being 59,565 barrels pickled, valued at £41,886, and 21,539 barrels of frozen herring, valued at £4,487. The methods employed in the pickled herring trade are much the same as those used in other parts of the world, only slightly more rudimentary. The frozen herring are caught in winter, laid out in flakes in the coldest weather, till they are as stiff as boards, and then packed, either in bulk or barrels, in the holds of schooners, which convey them to the American market, where they are consumed fresh. This trade is mainly carried on by Americans.

The last branch of the fishery is one which has assumed considerable notoriety in the past few years, owing to the disputes with the French. You gentlemen have no doubt heard enough in that time of this lobster factory question, but I, from my official connection with it, have heard more than enough. Nevertheless, I think it may be interesting to explain a little about this industry, and the methods by which it is carried on. The lobsters are usually caught in a modified form of the familiar

lobster pot, with which no doubt you are all acquainted. These pots are not, however, set singly, but on long ropes, the pots being about two fathoms apart, and each end of the rope being buoyed and anchored. The price paid to the fishermen for catching the lobsters is from 80 cents to one dollar per hundred, or about one halfpenny a piece, the owner of the factory supplying all the necessary gear.

Now, for a moment, let me describe a "factory." It is usually a rough wooden shed, built on the beach with a small wharf attached, at which the boats land their lobsters. The shed is divided into three parts, the boiling and canning rooms, and the soldering and packing place, besides a little store for supplies and storing the cases of cans. The lobsters on being first caught are boiled in the usual manner, taken to the canning room, the shell broken, and the meat extracted, mostly by girls; the tails are packed in round flat tins, which obtain the highest prices, while the claws and broken meat go into long tins. The lid, in which a small hole is punched, is then soldered on, they are then again boiled to drive out the air, and a drop of solder seals the hole in the lid. An average "factory," *i.e.*, one using 1,000 traps, would employ about five girls and fifteen men, most of the latter being fishermen, and I should say that the outlay in building and plant would be liberally estimated at £300. Of course, there are larger factories and smaller ones also; these are distributed round the whole coast, wherever there is a sufficient supply of lobsters. The export of tinned lobsters amounted in 1891 to 57,291 cases, valued at £89,500.

Before taking leave of this portion of my subject, I think it will be as well to say a few words in reference to the French rights of fishery in Newfoundland. I must preface my remarks by observing that it is a fact beyond all dispute that the sovereignty over the whole colony is purely and solely British, and the French have no right there of any shape or form, with the exception of those of fishery and drying, or preserving the products of that fishery upon certain portions of the shore. The British sovereignty dates back from the formal possession taken by Sir Humphrey Gilbert in 1583, and no part or portion of it has ever been revoked or ceded to any foreign power. The French, from the earliest times, have used the Newfoundland fishing grounds, in common with other nations, paying to the British Government a tribute of 5 per cent. on their catch in return for the

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privileges accorded to them. This tribute was, however, unfortunately relinquished by King Charles II. in the year 1675. Previous to this date they had founded the village of Placentia as a head-quarters for their fishing operations, of which they retained possession and fortified during the wars with England. The Treaty of Utrecht, entered into in 1713, provided for the evacuation of this place, but granted them certain rights of fishery. It is by this treaty that they first acquired any legal or valid rights of any kind in the whole island. The rights of fishery then granted were confirmed by the Treaties of Paris in 1763, of Versailles in 1783, and, finally, by the Treaty of Paris in 1814, with only slight modification as to the area and limits of the fishing grounds. I should also mention that the treaty of 1763 cedes the small islands of St. Pierre and Miquelon, on the south coast of Newfoundland, to France for a shelter to her fishing fleet in these waters.

I do not propose wearying you by reading the terms of these various treaties; they have been so freely discussed of late years, that they must be familiar to you all; neither do I propose to enter into an argument as to what are the actual legal rights of France in this question. I merely wish to impress upon you the fact that the manner in which these rights are exercised is pressing very hardly upon, and checking the development of, a British colony. No one can dispute that the sovereignty of the whole island belongs to the British Crown, and no one can dispute that these treaties relate to fisheries, and fisheries alone. But what is actually happening now? One-third of the total coast-line of Newfoundland is a veritable "no man's land;" the French claim the exclusive right of fishing there, and, not contented with this, they also claim that no settlement of any kind shall be permitted within the limits assigned to their fishery, putting forward in support of their claims the declaration of the King of England attached to the Treaty of Versailles—a declaration entered into when the colony was merely a fishing-station, and no settlements, except for fishing purposes, had ever been attempted. I say that it is a disgrace to the civilisation of the 19th century that the mining and agricultural resources of the very finest portion of an English colony should remain undeveloped because forsooth a foreign power has rights of fishery there. In spite of restrictions, people are settling on that coast; but what right or title have they to their

homes? None. Every grant of land on that portion of the coast contains a proviso that, in the event of any permanent building being erected, the grant immediately reverts to the Crown. The only methods of communication are by water; there are no inland roads or railways; minerals, in paying quantities, are known to exist; but how can you expect that anyone will invest capital in working them, when they may neither put up the necessary buildings nor provide wharves, or other facilities, for the shipment of their produce, and this merely because a foreign nation says it interferes with their codfishery? What is the extent of this fishery for which these miles of coast-line have to be sacrificed? It is a mere nothing, consisting, when I visited the coast in the summer of 1890, of merely eight establishments, employing about 400 men all told, and these eight establishments occupy but six harbours, three of which are certainly of no use for anything but fishing purposes. To protect this fishery the French Government employ three warships every summer, while England has to employ three more to look after British interests. The commanders of these French vessels act as if the place belonged to them. They seize British property and interfere with British subjects. Our naval officers protest, but protests are of no avail when the harm is done, and our Government lacks either the will or the power to enforce them. Thanks, however, to the energetic action of Sir Baldwin Walker, lately in command of the English squadron, the French have, during the last year or two, been somewhat checked in their high-handed action; but still nothing has been done to relieve the pressure of their claims. As I have said before, this part of the coast is rich in agricultural and mineral wealth as yet undeveloped, and which never can be developed under existing circumstances. There is no analogy for such a condition of affairs in any other portion of the globe. I ask you would it be tolerated for one moment by Canada, Australia, or any of the larger colonies? No, certainly not. But Newfoundland is small and poor, and its voice can only be feebly heard; were she rich and powerful, the French would have gone long ago. There is only one settlement for this question: the French rights must be got rid of, or else exercised in a manner conformably with the usages of civilised nations in this 19th century. It is useless to talk of settling it on the basis of obsolete and unworkable treaties, entered into

at a time when the present situation could not have been foreseen. In these days of rapid increase in the population of Great Britain and her colonies, no available land eminently suitable for settlement can be retained as a barren waste for the sake of a few codfish. I am quite sure that, were the facts of the case thoroughly understood, the existing condition of affairs would not be tolerated for one moment by the people of England.

Now, let us turn for a minute to the mineral resources of the colony, which bid fair to become one of its most important industries in the future; and I must preface my remarks on this head by stating that I am indebted to Mr. Howley, F.G.S., the head of the Geological Survey of the colony, for most of the information I give. Since the earliest times the existence of minerals of economic importance has been known; Sir Humphrey Gilbert was bringing home samples of ore collected by the mineralogist attached to his expedition, when he was lost in the *Delight*; but it was not until 1778 that we hear of any attempt at mining. In that year a copper mine was opened in Shoal Bay, twelve miles south of St. John's, but there is no record of the results of the working.

Desultory attempts were made to work various minerals for many years, and at last, in the year 1864, came the real awakening of this industry. In that year two important events happened, the present Government Geological Survey was established, and the Tilt Cove Copper Mine was opened by Messrs. McKay and Bennett, who may be called the pioneers of mining in Newfoundland. The results of the labours of the former soon established the fact of the mineral wealth of the colony, while the working of the mine showed that this mineral wealth could be worked at a profit. Since then various mines have been opened, some successful and some unsuccessful. And in the year 1891, the value of minerals exported is returned at £118,000, while the census for the same year gives 1,258 men as being employed in this industry.

The minerals at present being worked are copper, iron pyrites, antimony, and asbestos; but samples of almost every known ore have been discovered, amongst which I may mention gold, silver, tin, iron, zinc, lead, plumbago, and coal, while deposits of beautiful marble, gypsum, building stones, grindstones, whetstones, &c., are known to exist. It is also almost certain, from surface indications, that

petroleum would be discovered if systematically bored for.

Of these undeveloped minerals, no doubt coal is the most important, two extensive fields of which have been discovered, one near St. George's Bay, in close proximity to huge deposits of iron ore, and the other near Deer Lake, on the Humber River; both of these coal-fields are no great distance from the coast, and should prove of great importance. To show the value of these, I will quote a short extract from Mr. Howley's report on the St. George's Bay fields, dated 6th March, 1890:—"The aggregate thickness of all these seams on the west side of the trough gives between 18 and 20 feet of coal. If we add to this the seams on Robinson's River, and the 'Northern Feeder,' we have a total of about 27 feet altogether, which is about 10 feet less than the North Sydney Section. There are good grounds, however, for believing that other seams not yet discovered exist in the neighbourhood, especially in the central part of the trough." Of the character of the coal he speaks as follows:—"The coal in the Cleary Seam closely resembles in external appearance that of the Sydney Mine, Cape Breton. It is bright, tolerably hard, and breaks into square and oblong blocks. It is a bituminous caking coal, burns well in an open grate, and leaves nearly a white ash. That of the Jukes Seam is entirely different. It presents a brilliant glistening black appearance, breaks into small fragments, and is very brilliant, resembling in this respect some of the Welsh coals. It burns freely in the open air, giving off but little smoke, and leaves a white ash residue. Though bituminous it does not clog the bars of a grate, and altogether seems remarkably free from impurities."

The coal-field of Deer Lake is quite as promising as that described above, but neither of them has been fully explored as yet. This must close my reference, necessarily short, to the minerals of the colony, but I think I have said sufficient to show that they must become one of the main resources of the island in the near future. At present only those deposits found close to the seashore have been worked, and the inland deposits must await the extension of the railway system, while those lying on one-third of the coast-line of the island must remain useless to mankind so long as the French fishery rights are exercised in their present manner.

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and Humber rivers, on the former of which an English company has acquired lumbering rights over 200 square miles of forest, and has erected large saw mills at the mouth of the river, the produce of which is mainly exported to the United Kingdom. On the smaller rivers, and in fact at numerous streams too small to be dignified by the title of rivers, small saw mills cut up timber for local consumption, quantities of birch being manufactured into barrel staves for the fisheries. The geological report describes the timber on the island to consist mainly of "pine, spruce, balsam-fir, tamarac, white birch, and poplar."

A good deal of home-grown timber is also used in shipbuilding, nearly every vessel employed in its vast fisheries being built in the colony. Up to two years ago, the construction of these vessels was very faulty, the planks, of new unseasoned timber, being merely nailed to the frames with common spike nails, no fastenings being employed; but now, owing to the exertion of Captain Cleary, locally styled "the Plimsoll of Newfoundland," an Act has passed the Legislature, under which all vessels proceeding to the deep-sea fishery have to be passed by a surveyor appointed by Lloyd's; while new vessels have to be built under his supervision, under a series of classes specially adapted for local circumstances. Ship-building is also encouraged by a Government bounty, given, according to the different classes, upon the certificate of the surveyor.

What can I say about the agricultural resources of the colony? So little has at present been done in the farming line, and that little, for the most part, in such an unsystematic and ignorant manner, that it is difficult to draw any definite conclusions, or to give statistical information from the results obtained. To begin with, I may say that there are only 64,492 acres of land at present under any form of cultivation, and some of that is of the most primitive kind. The whole produce raised in 1891 amounted, by the Government returns, to but 491 bushels of barley, 12,900 bushels of oats, 36,000 tons of hay, 481,000 barrels of potatoes, 60,000 barrels of turnips, 81,000 barrels of cabbage, and 5,000 barrels of other miscellaneous root crops; while but 1,545 persons are returned as being employed in agriculture, and many of these spent half their time on the fisheries. Nearly all the farming that has been at present attempted is within a mile or two of the seashore, and in the environs of the town

of St. John's. There is only one inland farm on the island, that I am aware of, and that is upon the shores of Deer Lake, where a Canadian, of Scotch descent, has established himself, and earns, I am informed, a very comfortable livelihood, bringing his surplus produce down the Humber river in flat-bottomed boats, and exchanging it with the people of Bay of Islands for groceries, &c. With the exception of a few farms in the vicinity of St. John's and one or two other places, nearly the whole area returned as under cultivation is really little more than gardens, being entirely worked by spade husbandry; potatoes and turnips and cabbages being the principal crops, all of which do extremely well. There can, however, be no doubt but that there are many thousand square miles of country, mainly in the valleys of the numerous rivers and streams which intersect the island, that are eminently suitable for all classes of farming. I have seen excellent samples of wheat grown experimentally, though I do not suppose that it could ever compete, even locally, with the cheap flour produced in such quantities on the neighbouring North American Continent. Barley and oats grow well, while potatoes and root crops are as fine—even under the adverse circumstances of primitive forms of cultivation—as those grown in England. The Government Surveyor, in a pamphlet published in 1889, says of the valleys of the Exploit and Gander rivers:—"They contain large areas of fine land. A dense forest, which covers the entire country, has added, and is continually adding, its decomposed woods, leaves, &c., to the surface. When we take into consideration the advantages these tracts possess in points of climate and situation, together with their undoubted superiority of soil, there can hardly be any question as to their future agricultural development." Speaking of the fine lands in the Codroy Valley, he says:—"In some places they are naturally so fertile as to need no manure." He also says:—"I believe the land to be richer than that of Prince Edward Island."

But suitable as parts of the island no doubt are for cultivation, I think more is likely to be done in sheep and cattle raising. In 1891, there were in the colony 60,840 sheep and 23,822 horned cattle; the former, especially, do exceptionally well, as has been conclusively proved, while the latter are not far behind. There are many places which look as if they had been specially designed by nature for ranching; comparatively little winter feeding

is required, and, in the summer months, cattle and sheep grow fat in a few weeks on the luxuriant natural vegetation of the so-called "barrens;" which barrens are merely breezy uplands naturally devoid of timber, or where the primeval forest has been destroyed by fire, while streams and lakes abound. The local meat-market is at present almost entirely supplied from Canada, and this alone would prove of considerable value to anyone starting this industry; the distance from England is but 1,750 miles, which should enable Newfoundland raised cattle to compete on good terms with the Canadian ranches, with their long train and ocean carriage; besides which the shorter winters and less severe weather of Newfoundland ought also to tell in its favour. It is to agriculture and cattle raising that any advance in the prosperity of the island in the future must largely be due. But I daresay you will ask, and it is a natural question, why have these resources, so lavishly bestowed by nature, so long remained hidden and unused? The answer is, as I have mentioned before while speaking of the fisheries, extremely simple. The colony has been sacrificed to its fisheries, the misrepresentation in former days of those interested persons who desired to check settlement for their own selfish ends, is still bearing fruit. There is an old saying of "Give a dog a bad name and hang him." This is as equally applicable to countries as to individuals; and in Newfoundland everything seems to conspire in favour of its detractors. The capital, St. John's, was originally selected in consequence of its convenience to the fishing grounds; it is situated in the most barren portion of the island, right down south on the Peninsula of Avalon, a situation that gives it the full benefit of every fog generated on the banks by the meeting of the Gulf Stream with the Arctic current. It is the only port in the island which is touched at by the mail steamers, and, consequently, passengers passing take their whole idea of the colony from the environs of St. John's. Because its situation renders it liable to constant fog, some people, whose only experience of the island is an hour or two passed in the town while the mail steamer is discharging cargo, will gravely state that they know all about Newfoundland, as they have been there, and that it is merely a barren, rocky place with constant fog. I have even seen the reports of speeches of a gentleman in the House of Commons, on the Newfoundland fishery question, claiming to know all about the

people and place, when, to my certain knowledge, that said gentleman has never been longer in the colony than the few hours spent there during the detention of the steamer in which he was travelling to Canada and back. It is such people as these who, by setting up their opinions against those of others who have spent years there, and visited almost every part of the island, do incalculable harm to the colony. Just as well might a passenger on a steamer calling at Gravesend, whose only experience of England had been a foggy day at the mouth of the Thames, declare that this country is nothing but a low-lying marshy land usually enveloped in fog; there would be just as much truth in it as in many of the statements that are made about Newfoundland. The neighbourhood of St. John's is, I admit, subject to sea fogs, especially in the spring months; and in fact an easterly or southeasterly wind usually at all times of the year brings a thick fog rolling in from the Atlantic. Still, on the whole, I have no hesitation in saying that summer weather even there bears favourable comparison to that at home. But in the north and round Notre Dame Bay fogs are almost unknown in the summer time, and the weather to my mind is most delightful. I have sailed from St. John's in a thick fog, and found most delightful weather in the north, and after a three weeks' cruise with hardly a drop of rain even have come back to fog again, which had been continuing on and off all the time during my absence. As a proof of the superior climate of the north, I may say that going from St. John's to the Exploits river, I have found the crops of potatoes and oats fully a month earlier in the latter place than in the former. The west coast of the island, with the exception of the Straits of Belle Isle, is also blessed with an equally good climate, while the agricultural land of St. George's Bay, and other parts of that coast, is as good as any in the colony. With regard to the climate, I may say that the range of shade temperature, from my own observations, has been from 86° to 15° below zero. The former I have often seen reached in the summer, while the latter is a most exceptional occurrence, and only lasting for a few hours; in fact, anything below zero is considered exceptionally cold weather. The winter does not really begin until the middle or end of November, and does not, as a rule, attain its full severity before Christmas, the latter end of January and beginning of February being usually the coldest time,

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while by the end of March the last trace of snow has disappeared. The frost, during the winter, is never continuous, being often broken by a week on end of warm weather; in fact, during two winters out of the four I spent in the colony, we hardly used our sleighs a dozen times. The summer is usually started at the beginning of June, and the warm weather continues till the end of September; while October is often one of the most delightful months in the year. When I was going to the colony for the first time, being warned by people who said they knew and by written accounts of the climate in the encyclopedias, I laid in a stock of fur coats, &c., which I found practically useless; an ordinary English ulster being of quite sufficient warmth for driving, except about two or three times in a year. A fur cap, to protect one's ears, and warm fur gloves are really the only wraps required beyond what one would wear in England; so the climate cannot be so severe as some people try to make out.

With regard to the scenery and general configuration of the island, I may say that it is intersected in all directions with beautiful lakes and streams; some people going so far as to use the Irishism that "one-fourth of the land is water." Dense forests clothe the valleys, high hills, almost mountainous, raise their bare heads between, while dry marshes, which look almost like English parks, form charming oases amongst the desert of trees. The whole coast-line is intersected with deep bays and innumerable coves and creeks, into which some river or stream usually empties itself, while the trees in many grow right down to the water's edge, and in some, not even the hut of a single settler breaks the solitude of nature. Notre Dame Bay is crowded with innumerable islands of all shapes and sizes, some bare rocks, others clothed with vegetation to the water's edge, channels so narrow, running between some that a passing vessel almost touches the tree tops with her masts. I have visited almost every part of the coast-line of the island, and know no prettier sight than cruising amongst these islands in summer weather. The sea is as calm as a river, in fact one is virtually sailing in inland water, the outer islands forming a barrier against the Atlantic; in fact, I have seen no lovelier scenery anywhere. It would be a charming locality for a summer cruise in a well-found steam-yacht, more especially as good sport, both fishing and shooting, can be obtained. In a river close there the officers

of H.M.S. *Emerald* killed nearly 200 salmon in three days' fishing, while a friend of mine, who was manager of an iron pyrites mine on one of the islands in the bay, killed 120 trout to his own rod, ranging from 5 lbs. to $\frac{3}{4}$ lb. in weight, in a morning and evening's fishing. The neighbouring Hall's Bay, a most lovely arm of the sea, is one of the best places in the island to start for an expedition for cariboo shooting, and I have no hesitation in saying, despite any assertion to the contrary, that a party going into the country from the bottom of this bay, in the beginning of October, should kill, with any luck, the full number allowed by law, *i.e.*, five stag and two doe per gun, and be back at the coast again within a fortnight or three weeks. The other wild game include willow grouse, wild geese (*Anser Canadensis*), snipe, duck, and rabbits; besides foxes, both red and black, otter, beaver, and black bear; and there are still a few wolves left in the interior.

Before bringing this paper to a close, I must say a few words about the people and their life. They are the descendants of Irish and West Country settlers, and in consequence of their extraction from the former, have acquired a peculiar brogue, something between Irish and American; they also seem to have lost the use of the letters "th," calling "the" "de." They are a kindly people, hospitable to a degree, but rather lazy, I am afraid, this latter characteristic having been fostered by circumstances. As the population grew too large for the fisheries, having no other means of livelihood, the unfortunate people had to look to Government to give them food. This also often happens in the event of a failure of the fishery in any particular locality. Unfortunately, the Government, in giving this relief in the past, actuated, no doubt, by a praiseworthy spirit of kindness, have been too lavish in their gifts, the able-bodied men being relieved and fed, with no labour or task exacted from them in return. The long continuance of this system has had the inevitable result of making the people look to the Government for food, and of preventing thrift. I am sorry to have to say that I know instances of men refusing employment; and of being negligent and refusing to fish, even when the fish were actually present in plentiful quantities, saying, as an excuse, that, if they were short in their winter supplies, "the Government would keep them." I am also sorry to say that it is a matter of common talk in the colony that this Government relief has been

used for purposes of influencing votes in an election, the relief being distributed under the supervision of the member for the district. It is sad to see a fine hardy race of men thus demoralised by an iniquitous system, started years ago with the best intentions, but which is against the first principles of political economy, and which seems to be now so deep-rooted as to defy the well-meant efforts of the present Government to eradicate it. The people are, for the most part, very poor, and live from hand to mouth, having no support outside the fishery, which they prosecute in the summer months, the only work done during the winter being the cutting of wood for fire, and repairing their boats and stages. The few who have turned their attention to the cultivation of the soil are in much better circumstances. The foregoing remarks apply, of course, only to the inhabitants of the outlying small settlements and villages; those in the larger towns are better off, being employed by the merchants in the various manufactories, wages averaging from 4s. to 6s. per day.

The railway now in course of construction also gives employment to a large number of men, but this cannot last for ever, and unless the agricultural and mineral resources are speedily developed, those now employed will have to return to the fishery to swell its already overcrowded ranks. There are few wealthy people in the colony, and these are either employed in the Government offices or are lawyers or merchants, and mostly reside at St. John's. The clergy of all denominations, who are really the only better class people who reside amongst the poor in the scattered villages along the coast, are very poor, their stipends hardly permitting them to live better than the fishermen, and they are expected from their modest income to relieve the necessities of their flock. All honour to these men, highly educated and refined, who pass their time doing God's work, isolated, and away from any congenial spirit. And their work is hard; in the winter having often to trudge alone, on snow-shoes, for many weary miles, to visit their people; their parishes extending, in some instances, for thirty miles on each side of their place of residence. I do not think that their hardships and self-denials can be exceeded by any missionaries.

The only railways at present being worked are one from St. John's to Harbour Grace, a distance of 80 miles, with a branch to Placentia of 30 miles extent; but there is at present under construction another railway, starting

from a point on the Harbour Grace line, and whose terminus is supposed to be going to be Hall's Bay in the north. This road will be about 250 miles in length, and is to be finished in three years time; at present I believe that 120 miles of it has been completed. It will cross the excellent agricultural land of the Gander, Gambo, and Exploits rivers, and should be a means of developing the country.

I must now conclude, and in doing so, I must thank you for listening to what I fear must have seemed to you a very dull and unentertaining paper. It does not profess to tell you everything about Newfoundland; its shortcomings in that respect are, I fear, numerous, but time will not permit me to refer to everything, and I trust that I have treated those few subjects on which I have been enabled to touch in such an intelligible manner as to remove from your minds many of those prejudices against the colony which are pressing so hard on her and checking her development. This has been my object, and if I have succeeded I shall be more than satisfied, and feel that I have done some small thing, little though it is, to repay the kindness and hospitality that was accorded to me so lavishly by all classes, from the highest to the lowest, of people of Newfoundland, England's oldest colony.

DISCUSSION.

Mr. NICOL BROWN said that he had been connected since the year 1881 with mining enterprises in Newfoundland. He had been twice there, and had had some opportunities of studying the geology and circumstances of the country around Notre Dame Bay. The geological features of this district could be briefly described. The uplifting of the country is along the line of mountains extending from Cape St. John in the north-east and extending in a south-westerly direction. The numerous arms of sea, which enter from Notre Dame Bay, have the same general direction as the uplifting of the country; they all run from north-east to south-west. The most important arm in the north side of Notre Dame Bay is called South-West Arm; it extends nearly 20 miles into the country. The prevailing rock is a diorite or serpentine, and it carries the slate bands which, in some instances, when not covered by marshy ground, can be traced for miles. These slate bands have the same general direction as the mountains and the arms of the sea, and they are the carriers of the copper lodes. With such geological conditions, one would think that it was very easy to find a copper lode in Newfoundland. On the contrary, it was very difficult. When the valleys were eroded it was along the lines of the softest rocks;

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consequently these slate bands were, as a rule, found in the bottoms of the valleys. These were often covered by swamps, or were filled with mountain lakes or tarns. He had seen many out-crops of the eroded slate bands in different parts of Notre Dame Bay. Some of them were in deep valleys, nearly as low down as the sea level; others were in valleys, which had not been worn so deep, and were high up in the massive diorite of the hills. The bottoms of these valleys were invariably marshy, and there was always a lake or pond near the out-crop of the slates. The elongation of these lakes had the same general direction as the slates, viz., from N.E. to S.W. The marshes and the ponds covered up the out-crops of the lodes, and although they knew well enough they were there, it was very difficult to find them. The indications of copper existed almost everywhere, and the merchants in St. John's had taken out licences for nearly the whole of the ground. This they had done as a speculation, and not with the intention of working them. They hoped that some "boomer" would some day come along and pay a big price for their locations. The Government, under the old Mining Law, used to grant prospecting rights of three miles of ground. This was far too large an area to grant to one applicant. After the licence was granted, the Government were very lax in carrying out the forfeiture clauses, although the claims were left unworked. Doubtless they were under the impression that this would nourish the industry. They, however, overlooked the fact that a mining prospect was of no value whatever unless it was worked by competent men in a profitable manner. A new law came into force about eighteen months ago. It was too early to speak of its operation, but unless the forfeiture clauses were carried out, it would be as inefficient as its predecessor. As all the licences to search for minerals had to be taken out at St. John's, it was expensive for working men living in Notre Dame Bay to travel 200 miles to get a licence. Mr. George Thomson, of New York, suggested that the best way to encourage searching for minerals was to grant licences for small areas, say, not more than one-third of a square mile. These could be issued at the local post-offices throughout the mining districts. In this way poor men living on the spot would get facilities of protection for their discoveries, which would enormously stimulate the prospecting spirit. From the neglect of prospecting, the smelting works at Little Bay were now stopped. About 1,000 tons per annum of refined copper was made there, and they were shut down because a sufficient supply of suitable ore could not be obtained, and yet he believed, from the little prospecting he was able to do in the few brief weeks he was in Newfoundland, that the country round Notre Dame Bay was full of copper-bearing lodes. If the Government wished to do anything to promote the mining industry in this part of the island, they should endeavour to make some good roads into the interior, proceeding inland from the heads of the arms of the bay. It was almost

certain that in constructing such roads, many copper-bearing veins would be exposed. The new mines would have the advantage of the new roads to carry the produce to the smelter for realisation. As a rule, the Newfoundland ores were poor, but not too poor to smelt, if not heavily burdened by carriage charges to the smelter. Even the ore, which was too poor to pay for copper, had a value as sulphur ore. The climate of Newfoundland was suitable for making acid, and with acid two other industries could be pursued in Notre Dame Bay, viz., paper pulp making and artificial manure making. The forests afforded immense supplies of timber for the former, and the offal of the seal and other fisheries for the latter. The arms of the sea formed natural harbours of great extent, and steamers of 2,000 tons could come quite close to the land. The cost of building wharves was exceedingly small. It would appear as if Nature had given bountiful conditions for carrying on useful industries in this picturesque bay, which would support thousands of workmen; but without roads, and good mining laws, the outlook was very poor at the present moment.

Mr. EDWARD ROBINSON said that having spent some time in Newfoundland, he was able to confirm much of what had been stated by Mr. Fane in his very interesting and instructive paper. One thing must have struck everyone, both from what had been said, and from the photographic illustrations of the homes and occupations of the people, and that was that Newfoundland could not be a very desirable place to live in. The mode of life and the whole picture presented a dismal aspect. Ice and fogs, squabbles about unfortunate French treaties, irritating bait Acts, hostile tariffs, bounty-fed competition, and many other troubles. Under such circumstances industry must suffer very greatly, and both the place and the people were sadly neglected. Such was really the condition of affairs. He was glad to hear from an expert who had just spoken that he thought well of the mining prospects in the north of the island, and he trusted that the hopes entertained by that gentleman would be realised. Speaking of the condition of the people in this connection, they would be glad to know that last year an effort was made by the Mission to Deep Sea Fishermen to improve the condition of the most destitute inhabitants of the colony, especially those on the coast of Labrador. The state of the people there was wretched in the extreme. It was a long and dreary coast, 700 to 800 miles in extent. The inhabitants, amounting to over 6,000, were dependent upon a precarious fishery which lasted only about three months of the year. There was no doctor there, nor education, nor minister of religion, and the people were in a most deplorable state. He was in Newfoundland last year when the Mission arrived, and during its stay in the colony, and he was glad to say that the experiment had been most successful. Among other substantial benefits it had been the means of

bringing to light the condition of that destitute coast, which was not known before. The directors of the Mission had decided to send out their ship *Albert* again with increased facilities for the work, and he hoped the mission would be well supported in its efforts to benefit the people. One great cause of the poverty of Newfoundland was the low prices realised for the products of its fisheries, owing mainly to hostile tariffs, and bounty-fed competition. Some two years since an effort was made to obtain free access to the American markets, and a trading convention was agreed upon. Canada, however, had intervened, and the convention had not been ratified. This was not the time, nor would it be in good taste, in the presence of the High Commissioner of Canada, to discuss the policy of that colony. But it was to be most earnestly hoped that arrangements would soon be made, under which either the two colonies together would reap the benefit of better commercial relations with the States; or otherwise Newfoundland should be allowed to proceed on the lines of the convention already agreed upon by the States. There was an enormous demand in America for the products of Newfoundland, and, if that market could be opened up, it would be an immense benefit. In fact, it would do more than anything else to solve the problems that beset the interests of that little colony. With the development of its mineral resources, and the opening of better markets for its products, he felt sure that brighter days were in store for Newfoundland.

Mr. DOUGLAS BRYMNER, LL.D., said that he knew the efforts which had been made in early days to settle Newfoundland, but unfortunately without much success. In the early part of the 17th century Sir George Calvert obtained a grant of Avalon, and a commission was sent out by the Admiralty to take charge of the management of the fishery. The inhabitants of Newfoundland were then by no means a peaceable race; there were constant disturbances, so that it was necessary to have a war-ship to keep them quiet. About 150 years ago the Governor of Nova Scotia was also appointed Governor of Newfoundland. In 1745, the French were forbidden to fish along the coast of Nova Scotia under any pretence whatever, and this was about 40 years after the treaty of Utrecht. In 1762, the French took Newfoundland for the purpose of founding a claim to some rights for fishery and other purposes, but they only occupied the place for a few weeks. Newfoundland was not neglected in the early days; in fact, it was attempted to be settled on many occasions, but the cause of the non-settlement appeared to be that the population only remained during the fishing season. In confirmation of the statement made by Mr. Fane, that the population consisted to a considerable extent of West Countrymen, he might say that Richard Whitbourne, the Commissioner of the Admiralty, was a Devonshire man, and published, in 1620, the first emigration

pamphlet. Another point in connection with the settlement of Newfoundland in early days, was the fact that the masters of fishing vessels took large crews there but failed to take them back.

Mr. FANE said the law provided that the masters of fishing vessels should take back the same number as they brought.

Mr. DOUGLAS BRYMNER said no doubt this was so, but the masters found a way of avoiding it. They found it was too great an expense to take the men back that could be traced.

Mr. C. M. KENNEDY, C.B., on behalf of the Council, wished to express his thanks to Mr. Fane for the interesting paper, which was a new subject for their proceedings. He had also to thank the gentlemen who had taken part in the discussion. These gentlemen had personal knowledge of the subject on which they had spoken, and the observations which they had been good enough to make would be a valuable supplement to the paper itself. He would not say more at that hour except that they were very glad to have among them Sir Charles Tupper, especially as he had attended at great personal inconvenience. He thought they ought to take this opportunity of expressing their sense of the valuable services of Sir Charles Tupper as High Commissioner of Canada. It would only be when the history of later years was fully written, and became known, that the people of this country would be made aware of the valuable services of Sir Charles in drawing closer together the relations between the mother country and the different parts of the empire.

The CHAIRMAN said it now became his very pleasing duty to move a vote of thanks to Mr. Fane for his very able, interesting, and instructive paper, to which they had listened with so much profit and advantage. It was fortunate for them that a gentleman who was called in an official capacity to spend a few years in the oldest colony, Newfoundland, should have devoted his great ability to the very important duty of acquiring all the information he had, and he felt sure the members had greatly profited by his giving them the benefit of that information. There was no doubt that the island of Newfoundland, not only from its antiquity as a British colony, but on many grounds, was one of the most interesting sections of the British Empire. It would be unnecessary for him to occupy their time at any great length after the full manner in which the subject had been treated by Mr. Fane, but he might say that the island of Newfoundland not only possessed perhaps the most valuable and important fisheries in the world, but it had an unrivalled position in regard to the great fishing industry. Enough had been said both by Mr. Fane and the other gentlemen who were well acquainted with the island, to convince every one that it had enormous mineral wealth lying ready for

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development. He had no hesitation in saying that the day was not far distant when the great mineral treasures would be developed, and when the island would receive the benefit of the very bountiful manner in which nature had stored these mineral treasures in the bosom of the country. The charming and interesting views and illustrations which had accompanied the paper had shown them the beauty of the scenery. In natural picturesqueness, and in everything that could make the face of the country attractive, Newfoundland had been richly endowed. He had no doubt that at no distant day the prediction of Mr. Fane would be realised with regard to the agricultural development of the country. He had very properly drawn attention to the great advantage which Newfoundland possessed in being so much more accessible to this country than any other portion of the Continent of America. He had no doubt that the agricultural resources, which had been so long neglected, were there to a sufficient extent to render the pursuit of agriculture profitable, and that for cattle raising the place would be found to be admirably adapted. He looked forward with great confidence to the future of that important island. They had all listened with deep interest to the statement made by Mr. Fane with regard to the unfortunate treaties which had so long operated to the great disadvantage of Newfoundland. It was not necessary for him to go over the ground which had been so ably covered, but, he might say, it was within his own knowledge that, not only the governing members of the two great parties in England—not only the leading members of the House of Lords and House of Commons—but the people of England sympathised most deeply with the difficulties under which the people of Newfoundland had been placed by those unfortunate treaties. There was, perhaps, no country in the world that had not always felt bound to regard treaties solemnly entered into, however unfortunately they might press upon the country. He was quite sure, however, that the gentlemen who were charged with the high and responsible duty of administering the public affairs of this great empire had deeply at heart the question of the extent to which Newfoundland was injured by the operation of the treaties, and that every means practicable would be adopted for the purpose of relieving the people of Newfoundland as early as possible from the pressure caused by the treaties. The sympathies of the people of England were deeply moved on the recent occasion of the disastrous fire that overtook the people of St. John's, and the response given to the invitation of the Lord Mayor of London to come to their aid on that occasion was such as to carry conviction to the minds of the people of Newfoundland that they were regarded as brothers, and that they had the heartfelt sympathy of the people of this country, who had, on all similar occasions, always shown themselves ready to do everything in their power to relieve distress. He was glad

to know that Canada, on the same occasion, proved that they regarded their neighbours in the sister colony of Newfoundland as entitled to their heartfelt sympathy, and were prepared, and did, without a moment's hesitation, manifest it in the most friendly manner. He could only hope that the people of Canada and of Newfoundland would continue to be drawn every day more closely together. He had no hesitation in saying that they had many interests in common. It was not only to the interests of the people of Newfoundland, but of the Dominion of Canada, and of this great country, that they should co-operate with each other in the closest and heartiest way, to the great advantage of Canada and Newfoundland.

Mr. J. A. FORMOY had much pleasure in seconding the vote of thanks which had been so ably proposed by the Chairman. He wished to ask whether the leather industry was prosecuted in Newfoundland. If not, he thought something should be done in this direction. From 200,000 to 300,000 sealskins were annually obtained, and in Newfoundland there were trees which produced tannin in abundance; but, notwithstanding that, the whole of the skins were sent to the mother country to produce leather, which afterwards found its way back to the colony.

The vote of thanks having been carried,

Mr. FANE acknowledged the same. In replying to Mr. Formoy, he said he believed there were only some very small tanning establishments near St. John's; but they did not tan any skins.

Obituary.

SIR GEORGE FINDLAY.—Sir George Findlay, the distinguished General Manager of the London and North-Western Railway, died on the 26th ult., at his residence, Hill-house, Edgware. Of Scotch parentage, he was born in 1829, and educated at Halifax Grammar School. His long connection with railways extended from the year 1845, when, as a youth, he joined Mr. Brassey's staff, then engaged in constructing the Trent Valley Railway from Rugby to Stafford. Early in his career he was manager of the Shrewsbury and Hereford line, which subsequently passed into the hands of the North-Western and Great Western Companies. He afterwards became chief goods manager at Euston, and in 1874 was promoted to the post he continued to hold until his death. He was a member of the Transportation Committee of the Chicago Exhibition, an Associate of the Institution of Civil Engineers, Lieutenant-Colonel of the Railway Volunteers, a prominent Freemason, a Justice of the Peace, an alderman of the Middlesex County Council, and he frequently acted as arbitrator in railway and dock disputes. He was knighted in 1892. He was also a chevalier of

the Legion of Honour. Sir George Findlay was elected a member of the Society of Arts in 1889, and in the following year contributed to the Society a paper "On Modern Improvements of Facilities in Railway Travelling." He was author of a well-known work entitled "Working and Management of an English Railway."

MEETINGS OF THE SOCIETY.

ORDINARY MEETINGS.

Wednesday evenings, at Eight o'clock:—
APRIL 12.—HARRY W. CHUBB, "The Construction of Locks and Safes."

APPLIED ART SECTION.

Tuesday evenings, at Eight o'clock:—
APRIL 11.—PROF. PAUL SCHULZE, "History and Development of Pattern Designing in Textiles." THOMAS WARDLE will preside.

CANTOR LECTURES.

Monday evenings, at Eight o'clock:—
LEWIS FOREMAN DAY, "Some Masters of Ornament." Four Lectures.

LECTURE I. — APRIL 10. — Introduction—The workman and his work—What's in a name?—The revival of art in Italy—Masters of the Trecento, the Quattro-cento, and the Cinque-cento—With illustrations of the work of Orcagna, Ghiberti, Luca della Robbia, Da Settignano, Mantegna, Luca Signorelli, A. Sansovino, School of Michel Angelo, Benedetto da Rovezzano, Marrina, Perugino, Pinturicchio, Raffaele, Da Udine, Barili, Stephano da Bergamo, Fra Giovanni da Verona, Liberale da Verona, and others.

MEETINGS FOR THE ENSUING WEEK.

MONDAY, APRIL 10... SOCIETY OF ARTS, John-street, Adelphi, W.C., 8 p.m. (Cantor Lectures.) Mr. Lewis F. Day, "Some Masters of Ornament." (Lecture I.)
Farmers' Club, Salisbury-square Hotel, Fleet-street, E.C., 4 p.m. Mr. J. K. Fowler, "Pedigree and Age in reference to Breeding."
Engineers, Westminster Town-hall, S.W., 7½ p.m., Mr. H. Conradi, "The Cleaning of Tramway and other Rails."
Surveyors, 12, Great George-street, S.W., 8 p.m. Mr. T. Bright, "Underwoods: their Growth and Utilisation."
Scottish Society of Arts, 117, George-street, Edinburgh, 8 p.m. Mr. John Ritchie, "Improved Turbines for the Utilisation of Water for Power."
Medical, 11, Chandos street, W., 8½ p.m.
Victoria Institute, 1A, Adelphi-terrace, W.C., 8 p.m. Paper on "Primitive Indian Philosophy."
Cleveland Institute of Engineers, Middlesbro', 7½ p.m.
TUESDAY, APRIL 11... SOCIETY OF ARTS, John-street, Adelphi, W.C., 8 p.m. (Applied Art Section.) Prof. Paul Schulze, "The History and Development of Pattern Designing in Textiles,"

Royal Institution, Albemarle-street, W., 3 p.m. Dr. J. Macdonell, "Symbolism in Ceremonies, Customs, and Art."
Central Chamber of Agriculture (at the House of the Society of Arts), 11 a.m.
Medical and Chirurgical, 20, Hanover-square, W., 8½ p.m.
Civil Engineers, 25, Great George-street, S.W., 8 p.m. Paper by the late Mr. P. W. Willans, "Steam engine Trials."
Photographic, 50, Great Russell-street, W.C., 8 p.m.
Anthropological, 3, Hanover-square, W., 8½ p.m. 1. Mr. A. Michell Whitley and Dr. Talfourd Jones, "Note on a Cranium from a Grave at Birling, near Eastbourne, Sussex." 2. Dr. Alexander Macalister, "Stray Notes on Egyptian Mummies." 8. Mr. R. Duckworth, "Two Skulls from Nagyr." 4. Mr. P. W. Bassett Smith, "Damma Island and its Natives."
Colonial Inst., Whitehall Rooms, Hôtel Métropole, W.C., 8 p.m. Mr. T. H. Hatton Richards, "British New Guinea."
Asiatic, 22, Albemarle-street, W., 4 p.m.
WEDNESDAY, APRIL 12... SOCIETY OF ARTS, John-street, Adelphi, W.C., 8 p.m. Mr. Harry W. Chubb, "The Construction of Locks and Safes."
Geological, Burlington-house, W., 8 p.m.
Japan Society, 20, Hanover-square, W., 8½ p.m. Mr. Daigoro Goh, "The Family Relations in Japan."
Sanitary Institute, 74A, Margaret-street, W., 8 p.m. Mr. W. Santo Crimp, "Notes on the Working of the London Main Drainage System."
Pharmaceutical, 17, Bloomsbury-square, W.C., 8 p.m.
Camera Club (at the House of the Society of Arts), 3 p.m. Annual Conference. Reading of Papers and Discussion.
Royal Literary Fund, 7, Adelphi-terrace, W.C., 3 p.m.
Entomological, 11, Chandos-street, W., 7 p.m.
Archæological Association, 32, Sackville-street, W., 8 p.m.
THURSDAY, APRIL 13... Camera Club, 3 to 6 p.m., and 8 to 10 p.m. (at the House of the Society of Arts). Renewal of Conference.
Antiquaries, Burlington-house, W., 8½ p.m.
Society for the Encouragement of Fine Arts, 9, Conduit-street, 8 p.m. Mr. W. E. Church, "Tennyson's Poetic Art."
Royal Institution, Albemarle-street, W., 3 p.m. Prof. Dewar, "The Atmosphere."
Electrical Engineers, 25, Great George-street, S.W., 8 p.m. Mr. Albion T. Snell, "The Distribution of Power by Alternate Current Motors."
Mathematical, 22, Albemarle-street, W., 8 p.m.
FRIDAY, APRIL 14... Camera Club (at the House of the Society of Arts), 8 p.m. Exhibition of Lantern Slides.
Royal Institution, Albemarle-street, W., 8 p.m. Weekly Meeting, 9 p.m. Sir William H. Flower, "Seals."
Civil Engineers, 25, Great George-st., S.W., 7½ p.m. (Students' Meeting.) Mr. D. Carnegie, "The Manufacture and Efficiency of Armour-plates."
Astronomical, Burlington-house, W., 3 p.m.
Junior Engineering Society, Westminster Palace Hotel, 8 p.m. Mr. R. W. Newman, "The Sanitary Engineering of Dwellings."
North-East Coast Institute of Engineers and Ship-builders, Literary Society's Rooms, Sunderland, 7½ p.m. General Meeting.
SATURDAY, APRIL 15... Royal Institution, Albemarle-street, W., 3 p.m. Mr. James Swinburne (Tyndale Lectures), "Some Applications of Electricity to Chemistry."

[April 7, 1893.

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